LITERATURE.

REVIEW OF NEW BOOKS.

-"Monsieur Sylvestre," which we have received from Porter & Coates, is the third volume of the very elegant edition of George Sand's novels in course of publication by Roberts Brothers. This is a recent work, and it is an admirable specimen of the mature style of the distinguished authoress. The story is told in a series of letters, and much of it is taken up with discussions of the philosophical and social questions of the day, which are particularly interesting as showing the direction of the best French thought of the present day. The various characters are sketched with all of Madame Sand's old skill, and the book is full of charming descriptions of scenery, while a captivating little love problem is worked out in a most satisfactory manner. The book is one that lovers of firstclass fiction will relish keenly, especially as it is open to none of the objections that may with propriety be urged against some of the earlier performances of the same author.

-Porter & Coates also send us "An Index to Harper's New Monthly Magazine," which includes volumes I to XL, or from June, 1850, to May, 1870. We spoke of the merits of this "Index" a few days ago, and it is not necessary to say more at the present time than that it will be invaluable to any one who possesses or has access to a complete set of Harrer's Magazine from its commencement to the end of the fortieth volume.

-Godey's Lady's Book has always been famous for the excellence of its household receipts, and there are many careful housekeepers who keep well-arranged scrapbooks in which the directions given in Godey's Lady's Book for making toothsome compounds are regularly entered. To all such and to a multitude of others a cordial welcome will be extended to "The Godey's Lady's Book Receipts and Household Hints," by S. Annie Frost, which has just been issued by Evans, Stoddart & Co. These receipts have been carefully selected from those which have appeared in the pages of Godey during a long period of years, and many of the most valuable have never been given in any other publication. To those who are acquainted with the peculiarly excellent manner in which the household department of Godey's Lady's Book has been conducted for nearly half a century, the title of this book will be an all-sufficient recommendation for it. Our opportunities for making a practical demonstration of the value of these receipts are comparatively limited, but they certainly read well, and we can unhesitatingly give our opinion as to the soundness of the culinary doctrines set forth in the following couplets which we find near the end of the volume: --"Always have lobster sauce with salmon,

"Veal cutlets dip in egg and bread crumb, Fry till you see a brownish red come. "Grate Gruyere cheese on macaroni; Make the top crisp, but not too bony. dressing salad mind this law-With two hard yolks use one of raw. "Roast pork, sans apple sauce, past doubt, Is Hamlet with the Prince left out. "Broil lightly your beefsteak-to fry it Argues contempt for Christian diet "To roast spring chickens is to spoil 'em... Just split 'em down the back and broil 'em," There is a complete index to the book, which adds to its practical value.

And put mint sauce your roasted lamb or

-"Almost a Priest," by Mrs. Julia McNair Wright, published by McKinney & Martin, is an exceedingly coarse and vulgar attack upon the Catholic Church and its clergy, which will influence none but the ignorant and vulgar, and which intelligent people, whether Catholics or not, will only smile at. The Catholic Church, without doubt, has many sins of omission and commission to answer for, but such a work as the one before us, so far from having a tendency to create a reform, will only be likely to increase the bitterness of sectarian prejudices that already exist to the scandal of Christianity. "Almost a Priest" is a book that will do no one any good, while so far as its influences extend it will undoubtedly do harm.

-"Lost Abroad," by George Alfred Townsend, published by S. M. Betts & Co., has been received from J. Bigelow & Co., No. 720 Sansom street. Mr. Townsend has his faults as a writer, doubtless, but he nevertheless is one of the very best newspaper correspondents of the day, and the productions of his pen are always lively and interesting. In his present literary venture he has worked up some of his European experiences in the form of a story, and in an animated and picturesque parrative which has considerable merit merely as story he gives an exceedingly entertainng sketch of adventures by land and sea that will doubtless prove as attractive to a multitude of readers as it has to us.

-Part 44 of "Zell's Popular Encyclopedia" reaches the title "Paraguay." This valuable work of reference is now rapidly approaching completion, and we again cordially commend it as the cheapest, and in some particularr the most complete book of reference ever published. Those who wish to obtain it at subscription rates should do so at once, as the price will undoubtedly be raised after it is entirely issued from the press.

-The October number of The Philadelphia Photographer gives as its "specimen" a card of forty-eight of the exquisite "gems from German life" by Loerscher & Petsch, of Berlin, from reduced negatives. The number contains many valuable hints on the subject of photography that commend it to the attention of those who wish to keep up with the

latest developments of the art.

- Van Nostrand's Eclectic Engineering Magazine for October has an interesting series of articles selected from the best foreign engineering publications.

The reign of terror continues in Northern Alabama. Disguised desperadoes go about committing outrages the relation of which would make the blood run cold.

—A dissolute individual at Kokoma, Ind., sold his wife for \$10 some time since, and drank the proceeds. Now that he has been restored to his

senses and a proper realization of his loneliness, he proposes to test the validity of the transfer before a legal tribunal.

SEDAN.

The Campaign Which Preceded-German Official Report of the Preliminary Movements. The German official report of the opera-

tions that resulted in the battle of Sedan is as

follows:-The long delay of the French main army at Metz permitted us to fight the battles of the 14th, 16th, and 18th ult, in the immediate neighborhood of that fortress, and cut off General Bazaine from all communications with Paris or any other part of France. But there remained a considerable portion of the French forces ready for further action. In

consequence of the introductory operations of the campaign, the two corps MacMahon and Douay, as well as the corps Failly, dispatched to their assistance from the capital, had been entirely separated from the main army. These troops retreated to Chalons, where the 12th Corps was then forming under General Trochu, while another, the 18th, was being organized by General Vinov near Paris. With its large depots Chalons was the very place in which to repair the losses of the regiments that had been already under fire, as also to organize the fresh reinforcements sent there from different parts of the country. The command of the new army, consisting of these various bodies, was entrusted to General MacMahon, the

Emperor being at his headquarters,

While such measures were being taken by the enemy, those Prussian corps not required before Metz had continued to advance in a westerly direction. The 3d Army, under the command of the Crown Prince of Prussia. which had been steadily pushing on all the while, now proceeded with greater rapidity. In its onward march it was accompanied by a new army formed of a portion of the forces under Prince Frederick Charles, and placed under the Crown Prince of Saxony. Both these armies, the latter of which consisted of the Guards and 4th and 12th Corps d'Armee, marched in the direction of Paris. It would have been decidedly desirable if they had found their way blocked up by the French, and if a battle could have been fought on the road to the capital. Marshal MacMahon might have awaited us in a strong position, or under the very ramparts of Paris. Another course open to him was to assume the offensive with a view to rescue General Bazaine. As much depended upon our ascertaining the intentions of the enemy as soon as possible, our cavalry were sent far in advance of the army to watch his movements. Up to the 24th of August the Marshal held the camp of Chalons. The two Prussian armies, not allowing their advance to be delayed by the fortifications of Verdun, marched straight on, and had already reached the line Clermont-Vitry, when, just as they were concentrating preparatory to the attack upon Chalons, news arrived on the 25th which rendered it probable that MacMahon had evacuated his camp. He was reported to have taken the road to Rheims. One of the inferences to be deduced from this was that, picking his way along the narrow strip of land between the Belgian frontier and the right wing of the Crown Prince of Saxony, the Marshal might possibly attempt to relieve Metz. It was evident that if the proper measures were taken instantaneously by us, the Marshal would find it very difficult to succeed in his enterprise. Accordingly, our ad-vance upon Paris was suspended on the night of the 25th. On the 26th, the 81th Corps d'Armee, which had been marching hange of front, and, turning north, prepared to intercept the enemy on his march along our flank. The difficulties of this movement were increased by our march lying partly through the Argonne

or to find safety for his army in Belgium. The Corps Vinoy not having as yet arrived, we had a great numerical superiority over the French, then estimated at about 120,000; but it was not so easy for us to bring up our forces in time to use them. While our troops were approaching from a considerable distance, it became certain that MacMahon had really a flank march in view. On the 29th, his four corps were stationed on the two roads from Le Chene to Stenay, two being echelonnes on each. On that day our troops extended from Grand Pre to Stenay, our van being in front of the enemy. The 12th Corps d'Armee, by the engagement at Nouart, prevented the most easterly division of the French from continuing its march. Under these circumstances, Marshal MacMahon had only to choose between fighting on the left or the right bank of the Meuse, in which latter case he would be able to profit by the vicinity of Sedan. He chose the latter alternative, and on the 30th of August began to cross the Meuse. Before his retreat could be effected, the left wing was attacked by the Crown Prince of Saxony at Beaumont, and his rear surprised at Mouzon. The French corps sent to the rescue of the latter force suffered much in crossing the river in presence of our troops. What fol-

forest. Care was, moreover, taken to pre-

vent the enemy from falling back upon Paris,

in case he should find it impossible to pene-

trate to Metz. Supposing our being able to

surround MacMahon, he would be obliged to

fight under the most unfavorable conditions,

lowed is known. We may add that from what has recently come to light, MacMahon's army was not 120,000 strong, as had been supposed, but very nearly 150,000.

LAON.

The "Exalted" French Patriot who Blew Up A correspondent writes: -

It is now acknowledged that the commandant of Laon did not blow up the citadel, and a brave officer's name is cleared from reproach. I do not mean to say that he was reproached here for an act that would have been treason; on the contrary, the journals praised him highly, and even went so far as to charge him with having invited the Prussians into the chateau after he had signed the surrender, in order to blow them up. Now it is said that the act was performed by a private in the artillery named Henriot, and the Figaro says that his name should be inscribed in letters of gold in the annals of France. It is confessed, however, that he has been for some time in a state of patriotic exaltation. He was an old soldier, decorated at Alma, and was the guard of the magazine. Had the commandant refused to surrender, and had he blown up the fortress when the enemy was assaulting it, no fault could be found with the act, but the place had been given up when the explosion took place. The words "patriotic exaltation" give us a complete key to this mystery. It turns out that the French loss was far more serious than that of the enemy, for near three hundred of the Mobile were killed and wounded.

-A married lady at Bridgeport, Conn., becoming jealous of a young lady in the same city, wrote to the latter recently, giving her twenty-four hours to leave, on pain of being arrested. The fair one, not at all put out by the threat, briefly replied, "Won't you give metwenty-five?" An explosion followed, but there were no lives lost.

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CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest bouse in

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GENT.'S FURNISHING GOODS. DATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE. PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice. All other articles of GENTLEMEN'S DRESS GOODS in full variety. WINCHESTER & CO., No. 706 CHESNUT Street.

PROPOSALS.

TO CONTRACTORS AND BUILDERS.—
STALED PROPOSALS, indersed "Proposals for Endling an Addition to a Public School-house in the Seventh Ward," will be received by the undersigned at the office, south-east corner of SIXTH and ADELPHI Streets, until WEDNESDAY, Oct. 5, 1870, at 12 o'clock M., for building an addition to a Public School-house stuate on the southeast corner of Nineteenth and Addison streets, in the Seventh ward.

Said addition to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisious of an ordinance approved May 25, 1860, have

The contract will be awarded only to known master builders. By order of the Committee on Property.

H. W. HALLIWELL

been complied with.

9 21 26 30 oc 3 5 Secretary. TO CONTRACTORS AND BUILDERS.—
SEALED PROPOSALS, indersed "Proposals for building an addition to the Mount Vernon Schoolnouse, in the Third ward," will be received by the undersigned, at the office, S. E. corner of SIXTH and ADELPHI Streets, until WEDNESDAY, October 5, 1870, at 12 o clock M., for building an addition to the Mount Vernon School, situate on Catharine street, above Third, in the Third ward.

Said addition to be built in accordance with the Said addition to be built in accordance with the plans of L. H. Esler, Superintendent of School Build-

ngs, to be seen at the office of the Board of Public ducation.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provi-sions of an ordinance approved May 25, 1860, have

been complied with. The contract will be awarded only to known master builders.

By order of the Committee on Property.

H. W. HALLIWELL, 9 21 26 30 oc 3 5

TO CONTRACTORS AND BUILDERS.—SEALED PROPOSALS, endorsed "Proposals for Building a Public School-house in the Fifteenth Ward," ing a Public School-house in the Fifteenth Ward," will be received by the undersigned, at the office, S. E corner of SIXTH and ADELPHI Streets, until WEDNES JAY, October 5, 1870, at 12 o'clock, M., for building a Public School-house on a lot of ground situate on N. E. cerner of Twenty-third and Shamokin streets, in the Fifteenth ward, said school-house to be built in accordance with the plans of L. H. Esler, Superintendent of School Buildings, to be seen at the office of the Board of Public Education.

No bids will be considered unless accompanied by a certificate from the City Solicitor that the provisions of an ordinance approved May 25, 1860, have The contract will be awarded only to known mas-

By order of the Committee on Property. H. W. HALLIWELL,

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Superb Double and Single Hyacinths, Tolips, Crocus, Narcissus, Lilies, Crown Imperials, Snowdrops, Iris, Ranunculus, Anemones, and other Flower Roots; extra strong and sound Bulss, direct importation, selected expressly for my sales, the largest and finest assortment in the city. Prices moderate. Send for my new Illustrated Catalogues, which

may be had gratis. Also Bulb Glasses, Crocus and Fancy Flower Pots of various patterns.

GARDENERS AND DEALERS SUPPLIED. HENRY A. DREER,

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TRIPE AND OYSTERS.
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Unsettled Marine Premiums

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\$2,753,681 DIRECTORS. Arthur G. Comp, Samuel W. Jones, John A. Brown, Francis R. Cope, Edward H. Trotter, Edward S. Clarke, T. Chariton Henry, Alfred D. Jessup, Louis C. Madeira, Charles W. Cushman, Charles Taylor, Ambrose White, William Welsh, S. Morris Wain, Clement A. Griscom, William Brockie. John Mason. George L. Barrison, ARTHUR G. COFFIN, President. MATTHIAS MABIS, Secretary. C. H. REEVES, Assistant Secretary.

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Cash in Drawer. \$72-26 65,097-96 2,740:20

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RAILROAD LINES.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Dépot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8-30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junctien and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

road. Express Train at 11.45 A. M. (Sundays excepted).

Express Train at 11.46 A. M. (Sundays excepted), fer Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linweed, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11.20 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Clayment, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11.45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11.90 A. M., 2.30, 5.00, ant 7.00 P. M. The 5.00 P. M. train connects with Delaware Railroad for Harrington and intermediate Leave Wilmington 6.45 and 8.10 A. M., 2.00, 4.00, and 7.15 P. M. The 8.10 A. M. train will not stop between Chester and Fniladelphia. The 7.15 P. M.

train from Wilmington runs Daily; all other ac-commodation trains Sundays excepted.

Trains leaving Wilmington at 6.45 A. M. and 4.00
P. M. will connect at Lamokin Junction with the 7-00 A. M. and 4-20 P. M. trains for Baltimore Con-From Baltimore to Philadelphia.—Leave Balti-more 7.25 A. M., Way Mail; 9.00 A. M., Express; 2.35 P. M., Express; 7.25 P. M., Express, SUNDAY THAIN FROM BALTIMORE.

Leaves Baltimore at 7:26 P. M., stopping at Mag-nolis, Perryman's, Aberdeen, Havre-de-Grace, Per-ryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Lin-wood, and Chester. wood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 8-58 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 823 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CEN-CHANGE OF HOURS. On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P., W. & B. R. R. Company, corner Broad street and Wash-

For PORT DEPOSIT at 7 A. M. and 4:80 P. M. FOR OXFORD, at 7 A. M., 4:30 P. M. and 7 P. M. FOR CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 2:30 P. M., 4:30 P. M., and

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4:30 P. M., leaving Oxford at 6:00 A. M., and leaving Port Deposit at 9:20 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. B. 44

RAILROAD LINES. 1870 - FOR NEW YORK—THE CAMDEN-ton Railroad Companies' lines from Philadelphia to New York and Way Places.

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At 6-30 A. M., Accommodation, and 2 P. M., Exipress, via Camden and Amboy, and at 8 A. M., Express Mail, and 3-30 P. M., Accommodation, via Camden and Jersey City.

VIA NEW JERSEY SOUTHERN RAILROAD.

At 7 A. M. and 2-30 P. M. for New York, Long Branch, and intermediate places.

At 6 P. M., for Amboy and intermediate stations.

At 6 B. M., 2 and 3-30 P. M. for Freehold.

At 8 and 10 A. M., 12 M., 2, 3-30, and 5 P. M. for Trenton.

At 8 and 10 A. M., 12 M., 2, 3.80, 8, 6, 7, and 11.30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6.30 and 10 A. M., 12 M., 3.30, 5, 6, 7, and M.30 P. M. for Edgowater, Riverside, Riverton, and Palmyra.
At 6.30 and 10 A. M., 12 M., 5, 6, 7, and 11.30 P. M. for Fish House.
The 11-30 P. M. line leaves from Market Street Ferry (upper side). PROM WEST PHILADELPHIA DEPOT.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M., New York Express Lines, and at 11:30 P. M., Emigran Line, via Jersey City.

At 7 and 9:30 A. M., 12:45, 6:45, and 12 P. M. for Trenton and Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:30 A. M., 6:45 and 12 P. M. Lines will run daily. All others Sundaya excepted. daily. All others Sundays excepted. Sunday Lines leave at 9:30 A. M., 6 46 P. M., and

At 7:30 A. M., 2:80, 3:80, and 5, P. M. for Trenton and Bristol, and at 10:45 A. M. and 6 P. M. for Bristol. Bristol.
At 7:30 A. M., 2:30, and 5 P. M. for Morrisvil and Tullytown.
At 7:30 and 10:45 A. M., 2:30, 5, and 6 P. M. for Schenck's. Eddington, Cornwells, Torresdale, an Holmesburg Junction.
At 7 A. M., 12:30, 5:15, and 7:30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10:46 A. M., 12:30, 2:30, 5:15, 8, and 7:30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD,
At 7:80 A. M. for Niagara Falla, Butialo, Dunkirk, Rimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7:80 A. M. and 3:30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3:30 P. M. Line connects direct with the train leaving Raston for Mauch Chunk, Allentown, Bethlehem, etc.
At 6 P. M. for Lambertville and Intermediate stations.

PROM MARKET STREET PERRY (UPPER SIDE). The 7 A. M. and 3:80 P. M. Lines leave from Wal-The 7 A. M. and 3-30 P. M. Lines leave from Wal-nut street wharf.

At 7 and 9 A. M., 1, 2-15, 3-30, 5, and 6-30 P. M., and on Thursday and Saturday nights at 11-30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 7 A. M., 2-15 and 6-30 P. M. for Lumberton and Medford. At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smith-ville, Ewansville, Vincentown, Birmingham, and Pemberten.
At 7 and 10 A. M., 1 and 3:30 P. M. for Lewistown. Wrightstown, Cookstown, New Egypt, and Hornerstown. At 7 A. M., 1 and 8-30 P. M. for Cream Ridge, Im-

At 7 A. M., 1 and 3-30 P. M. for Cream Ridge, Imlaystewn, Sharon, and Hightstown.

Sept. 15, 1876. WM. H. GATZMER, Agent.

WEST CHESTER AND PHILADELPHIA RAIL
ROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT. as follows:— On and after MONDAY, APRIL 4, 1810, trains will leave from the Depot, THIRTY-FIRST and CHES-NUT, as follows:—
FROM PHILADELPHIA.

6-45 A.M., for B. C. Junction, stops at all stations, 7-15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.

9-40 A. M. for West Chester stops at all stations.
11-50 A. M. for B. C. Junction stops at all stations.
2-30 P. M. for West chester stops at all stations.
4-15 P. M. for B. C. Junction stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5-30 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
5-35 P. M. for West Chester stops at all stations.

6-75 P. M. for West Chester stops at all stations. 11.30 P. M. for West Chester stops at all stations. FOR PHILADELPHIA. 5-25 A. M. from B. C. Junction stops at all stations, 6-30 A. M. from West Chester stops at all stations, 7-40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), con necting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C.

Port Deposit, and all stations on the P. & B. C. R. R.
8-15 A. M. from B. C. Junction stops at all stations.
10-00 A. M. from West Chester stops at all stations.
1-05 P. M. from B: C. Junction stops at all stations.
1-05 P. M. from West Chester stops at all stations.
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1-05 P. M. from West Chester stops at all stations,
1-05 P. M. from B. C. Junction with P. & B. C. R. R.
1-06 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stop1-15 p. 16 p. 16 p. 17 p. 18 p. 1870, stop1-16 p. 18 p. 18

mences running on and after June 184, 1849, 1849, ping at all stations.

ON BUNDAYS,

8-05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

2-30 P. M. for West Chester stops at all stations.

1-30 A. M. from West Chester stops at all stations.

1-50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.

W. C. WHEELER, Supt. ORTH PENNSYLVANIA RAILROAD

ORTH PENNSYLVANIA RAILROAD—
THE SHORT MIDDLE ROUTE TO THE
LIHIGH AND WYOMING VALLEYS, NORTHEIN PENNSYLVANIA, SOUTHERN AND INTIRIOR NEW YORK, BUFFALO, CORRY,
RC CHESTER, THE GREAT LAKES, AND THE
UOMINION OF CANADA.

SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot,
corner of Berks and American streets (Sundays
excepted), as follows:—
7.00 A. M. (Accommodation) for Fort Washingtch. At 7-35 A.M. (Express), for Bothlehem, Easton, Allentown, Mauch Chunk, Wilkesbarro, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAIL-WAY for Buffalo, Niagara Falls, Rochester, Cleve-

WAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8 26 A. M. (Accommodation) for Doylestown.

9 45 A. M. (Express) for Bethlehem Easton, Allentown, Mauch Chunk, Williamsport, Wilkesbarre, Pittston, Scranton. Hackettsfown, Schooley's Mountain, and N. J. Central and Morris and Essex Bellivade.

Mountain, and N. J. Central and Morris and Esser Railreads.

11 A. M. (Accommodation) for Fort Washington
1-15, 3-30, and 5-20 P. M., for Abington.
1-45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.
2-30 P. M. (Accommodation) for Doylestown.
At 2-20 P. M. (Hethlehem Accommodation) for
Bethlehem, Easton, Allentown, Coplay, and
Mayor Chunk.

Mauch Chunk.

4:16 P. M. (Mail) for Doylestown.

5:00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6:20 P. M. (Accommodation) for Lansdale. 8:00 and 11:80 P. M. (Accommodation) for Fort Washington.
The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the TRAINS ARRIVE IN PHILADELPHIA FROM Bethlehem at 8 55, and 10 35 A. M.; 2 15, 5 05, and

Doylestown at 8 26 A M., 4 40 and 7 06 P. M. Lansdale at 7 20 A. M. Fort Washington at 9 20 and 11 20 A. M., 3 10 and

Abington at 2.35, 4.55, and 6.45 P. M.
ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2.00 P. M.
Philadelphia for Fort Washington at 8.30 A. M. Boylestown for Philadelphia at 6 30 A. M. Bethlehem for Philadelphia at 4 00 P. M. Fort Washington for Philadelphia at 9 30 A. M. and 8-10 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Comoo, No. 105 S. Fifth street.

May 16, 1870.

ELLIS CLARK, Agent.

WEST JERSEY BAILROADS

FALL AND WINTER ARRANGEMENT.

COMMENCING MONDAY, SEPTEMBER 19, 1870.
Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),
8-1E A. M. Passenger for Bridgeton, Salem,
Swedorboro, Vineland, stillville, and way stations.
11 48 A. M. Woodbury Accommodation.
2 16 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.
2 30 P. M., Passenger for Bridgeton, Salem,
Swedesboro, and way stations.
5 30 P. M., Accommodation for Woodbury, Glassiboro, Clayton, and intermediate stations
Freight Train leaves Camden daily, at 12 M.
WILLIAM J. SEWELL, Superintendents